

## PERILS OF TRAVEL.

Further Details of that Terrible Calamity—A Y

**Picture of the Shocking Scenes and Horrors of the Accident—The Culpable Party Arrested—Incidents**

NEW YORK, January 14.—George W. Curtis, who had been at Albany

...ing a meeting of the Regents of State University, was returning to Sta and to-day when seen by a *Tribune* rter, to whom he told the following st the railroad accident at Summit, N.

the railroad accident at Spuyten Duyvil was in the third car from the rear of the train. "When the train reached Spuyten Duyvil it stopped, for what reason isn't seem to be definitely known. There were several rumors in regard to the accident, but the only one that was substantiated was that the train had stopped at Spuyten Duyvil."

an old traveler, I usually get out when the train stops, but I sat quietly last evening. I asked the porter why we stopped. He told me that we were stopped on a signal. I sat in my chair, I should think for five or ten minutes, then I heard whistling; I saw the train

ed a train was coming from New York  
making it improbable that one would  
coming from the other way, I had no  
hensions, because I did not doubt the  
necessary precautions had been taken  
thought the train was coming on t

side of it. It was only a moment before the train was on us. At the instant of the collision the shock was hardly perceptible, but it did not throw off my feet or injure me in any way. A woman near me was thrown in convulsions. I arose and went forward. I was the first person to go out of the car. I ran over the tank stood against the door. Having seen that out of the way I stepped out into the snow, looked back and saw smoke

great crowd had gathered around the cars, which were evidently burning. It was only five minutes from the time I left the shock when the cars were in flames. The burning cars looked like a fiery inferno.

e. I heard people calling to the passer  
s to go back and get the things they h  
in the cars. So I went back. On t  
arrival there, I found J. Hamlin Rol  
his hand was done up in a handkerch  
and there was considerable blood  
on it. I had some court-plaster in m  
pocket, and with that I dressed his ha  
when I saw a man sitting down in t

...evident in pain, with his head on the ground. I asked him if I could do anything for him. He said he had been hit on the back of the neck by a beam. There were several gentlemen cut and bruised; but they seemed to be severely hurt. I then rushed to the burning car. They were blowing snow on the fire. It was impossible to hear anything, the noise was so great. Several were inquiring about Senator Weaver. We stayed there about an hour after the shock. I saw no official person; I seemed to be utterly hopeless. It was incredible that there was such criminal mismanagement on the part of these military

"Our car got merely the impact from the front of the Empire, which was the worst. The meet I could find out was the worst persons were the Senator and the Governor. They were in the car before the accident, but they were not in the car. I telegraphed home at the earliest moment. I think none of us was seriously injured. Where the responsibility lies it is impossible to

The conductor of the train was boundless in his every precaution when we stopped at Wytheville. The immensity of the mountain was such that he should have made it clear that the signal was given. He told us fully one thing to do, and another thing to do. I knew that the train had been stopped at another train was behind him. Henry S. Rickenbaugh, a passenger, describes the horror of the collision as something indescribably dreadful. The train stopped for some minutes, and he walked back to look out of the rear window in which he was. He saw the engine of the approaching train thundering around the curve, and turned to run back to the rearward end of the car, shouting as he did so.

All started up from their seats. They had reached half through the shock wave, and he felt himself lifted in the air. Pitch darkness followed all sides cries of horror, anguish and despair went up. Then a lurid glow came from the wreck, and the men got free from the wreckage. They saw men and women struggling to get free from the wreck. He heard a yell, wedged in under a seat, calling frantically for help. He tried to aid him, but she was held fast, and the fire controlled him to leave her to her terrible fate. He collected a bag of stout lady, who was identified as Mrs. Miss Brown, and the car crash at Greenwich.

The list of dead is as follows: Sena Wagner, Park Valentine, aged twenty-one, Hennington, Vt.; Mrs. Valentine, aged nineteen, North Adams, Vt.; Oliver

All the injured, with the exception of Miss Mary Daniels, a guest of the Standard House, were able to go to their homes and no loss was kept by the police. Miss Daniels was seriously burned, but was probably protected by the fireproof safe. Police Commissioner Nichols, who was on the train, says:

"Senator Wagner passed through the car in which I was seated, greeting me pleasantly as he passed along. He passed right on to the platform of the following car and a second later, following immediately behind him, the door Senator Wagner was standing in opened with a deafening crash of crushing timber and snapping iron. How I escaped I scarcely know, but when I got out of

I turned to look for Senator Wagner, but he was not there. I saw a man, I do not know his name, at the spot where I had seen the man who was talking fiercely, and out of the crowd he stepped, hesitatingly, and said, "Come, come, help me!"

With axes and bars Commissioner Nichols and his company attacked the men, but were driven back. The men were then taken to the jail. George Melius, brakeman on the Chicago express train, charged with the responsibility of Friday evening's disaster, was arrested at the Grand Central Depot, New York, and locked up on the charge of criminal carelessness. He made the following statement:

"When the train stopped I got my lantern lit and red, and walked to the back of the train about two minutes; started back, and saw the engine and the first car lengths from where I stood, in the distance, and I saw the engine and the first car lengths across the track, and I saw that there was time enough to stop the train. It took me about five minutes, and I saw the engine and the first car lengths above me, and I stood there about five minutes, perhaps three minutes, when the carrytown train came in sight. I stopped because I considered the distance sufficient to stop any train. There was no time to buy time by any station, which was about a mile and a half away; but I did not consider it necessary. I knew there was a train and it was not a carrytown train, and I did not know whether it was a carrytown or Poughkeepsie train."